

# HOW THE FLEET FARED IN FRISCO

(Continued from Page One.)

membered by all the men who received the flowers.

One of the entertainments given by the Sight-seeing Committee was a trip to Stanford University and San Jose, which was attended by over two hundred officers. On all these trips cigars and cigarettes were passed at intervals by uniformed boys, even including the observation car trips for the enlisted men, and this act met with universal approbation.

While the officers were being entertained at luncheon and on an automobile ride around San Jose, the women's clubs busied themselves with decorating the train with flowers from the headlights of the engine to the rear platform of the last car. Strings of flowers were hung along the engine and the sides of the cars, and in each seat was placed two bouquets of sweet-peas, a postcard with a local illustration, and a small sample box of prunes. The surprise of the officers when they returned was worth the time and effort expended, and in very few instances were the flowers left behind at the end of the journey. They were carried aboard ship that they might be enjoyed by the less fortunate officers.

The automobile ride around San Jose was marred only by the clouds of dust which was stirred up by the long line of machines, but it taught a lesson, and in other places where auto drives were given afterwards, the roads were watered, wherever practicable, about two hours before the machines went over them.

One mistake made by practically all the Coast Committees was in planning entertainments for more officers than would be allowed to leave the fleet at one time. Commander A. W. Grant of the Connecticut, chief of staff, has charge of all fleet arrangements for allowing officers ashore, and as soon as he learned the plan of entertainment he urged the entertainment committees to remember that ship's duties must be carried on even under the most adverse conditions, and that it would therefore be impossible to allow more than 200 officers to leave the ships at any one time. The committee therefore modified their arrangements, and were well able to entertain the guests. It might be well to add that when 200 officers were invited, only for the first balls and entertainments did the full quota come; but for other entertainments from 150 to 175 of those invited came.

Without knowing what the plans of the Honolulu entertainment committees are, or what they have already done, it might not be out of place to suggest that the list of entertainments be fully made up long enough before the fleet arrives to send a copy to Commander Grant and Admiral Sperry, with the idea of having them approve the program or suggest changes. Should there be not time enough to get a letter back the fleet officers might be instructed to use the cable for a reply. Certainly time and trouble will be saved if this is done, as the official orders are then issued by Commander Grant before the vessels arrive, detailing the number of officers and men from each ship to attend the different entertainments. It is important also that when arrangements are once made they should not be changed except for the most urgent reasons. Unfortunately this had to be done in one or two instances, but it caused the fleet officers untold trouble as new orders had to be sent to each vessel of the fleet. There was delay in some instances in transmitting these orders, owing to press of official business, and as a consequence officers appeared when they were not expected or did not appear at all.

Practically all arrangements were made at San Francisco for entertainments in time to send the program to Monterey. Official orders, copy of which is included in this article, were then issued before the vessels left Monterey, and were seen by every man on the fleet before the vessels entered San Francisco harbor; and the men knew what they could do.

Some criticism was heard at the southern ports owing to the fact that no arrangements were made for entertaining the ladies of the fleet, the wives of the officers and their families who follow the fleet about, and many of whom will go to Honolulu ahead of the fleet. San Francisco remedied this matter, and arranged a trip up Mt. Tamalpais for 200 officers and their ladies. This trip was one of the most successful undertaken, and the ladies were especially appreciative of the courtesies shown them. While the Sight-seeing Committee had charge of this trip in a general way, it was directly in charge of a committee of twenty-five society ladies of San Francisco, and much of the success of the trip was due to their efforts.

For all these trips, including the observation car trips for the enlisted men, tickets were printed on which was the time of departure and forwarded to Commander Grant in time for distribution to the vessels, and this fact facilitated arrangements and saved time. While this article deals with the entertainment of the officers, the entertainment of the enlisted men being taken up in a subsequent article, it should be noted that the several branches of the service had special entertainments given them. Although 25 officers and 150 enlisted men journeyed to Santa Rosa together for a flower festival, as a general rule the entertainments were separate, in fact at Santa Rosa the officers and men were separately entertained after arriving there.

Special entertainments were given for the warrant officers, or the officers' entertainments were duplicated on another day for these men. The African churches in San Francisco were interested in the matter of entertainment of the negro jacksies, and they were in no wise neglected. Unfortunately the mail orderlies were almost overlooked during the entertaining, and they would have been entirely neglected had not two San Francisco gentlemen learned of this omission and themselves arranged a dinner and theater party at their own expense. The mail orderlies not being included in the branches of the service entertained, and having

separate duties, were unintentionally overlooked by the regular committees.

The fleet will have stopped at over a dozen ports along the Coast before it departs for Honolulu, and the officers and men will have been entertained by at least twenty-five Pacific Coast towns. Honolulu must vie with the best efforts of all these towns and cities, and her entertainment will be compared with all the rest. There are those who sing the praises of every port visited so far, but there are also many on the fleet who have visited Honolulu in the past and it speaks well for Honolulu's previous efforts that these men remember with pleasure their visit to the islands, and look forward to another stop there. If Hawaii can furnish as good entertainments now as she has in the past, she will rank with the best of the ports in their entertainment of the Atlantic fleet.

## ENTERTAINMENT OF SAILORS.

Ten years ago, even five, the citizens of any town visited by a fleet as large as the Atlantic fleet, would have looked forward to the coming of the sailors with their shore leave, as an event necessitating as many arrangements for protection and safety as though advance notices had been received of the coming of a cyclone or the upheaval of a volcano.

Ever since the fleet left Hampton Roads last December stories have been read about the visits of our sailors to foreign ports, and of their excellent conduct while on shore leave. Most of these stories were taken with a grain of salt, or considered to be the polite fiction of the fleet correspondents or a graceful diplomatic message sent out by the foreign officials, who, when the fleet had departed, spent some days rehabilitating the town.

The time came when the fleet arrived, thousands of sailors swarmed ashore, spread over the city, and returned to their vessels, leaving the population open-mouthed in astonishment. All those stories were true after all, and instead of the old time rollicking, whiskey drinking tar, there appeared in his place a sober, clean-faced, intelligent "jackie," who enjoyed himself as anyone would be expected to do when he came ashore from a journey at sea. There is no intimation here that "jackie" drank huge gourds or dippers of water as soon as they landed, but it is putting it very mildly to say that it is very unlikely that 15,000 men could be suddenly thrown upon a strange town without there ensuing a far worse time than occurred when the "jacksies" came ashore.

Perhaps much of the credit for maintaining order should go to the patrol from the ships which spread out over the town and kept close tab on their shipmates, and promptly escorted them on board ship when a sailor was discovered cruising toward shore water, or his sails were fluttering in the wind. Most of the credit, however, must go to the men themselves, the great majority of whom behaved themselves to the satisfaction of the most carping critic.

On the trips about San Francisco it was noticeable that many of the sailors carried kodaks and busied themselves taking "snaps" and learning all they could about the place they were visiting, or if they didn't have cameras they bought illustrated postal cards, and bought them to such an extent that the San Francisco postoffice sold 170,000 one cent stamps while the fleet was staying here.

With all the entertaining that has been going on for the officers, the sailors have in many ways been the lions of the hour, and the entertainments given for their benefit were certainly more interesting, and even more exciting than the more formal affairs given for their superiors.

Of all the arrangements made for the sailors, the Naval Club House, situated within two blocks of the waterfront, was by far the best part of the "jacksies' entertainments, and so successfully was it run that the place was crowded with sailors every part of the day and night, and that it was appreciated by the officers themselves is shown by the fact that Admiral Sperry took the pains to send an aid to Walter McArthur, chairman of the committee in charge of the club house, that he might convey to him his personal thanks for the entertainment provided and the good work done.

The Club House was a three-story building, comfortably fitted for the exclusive use of the sailors. On the lower floor were reading and writing rooms, with plenty of magazines and newspapers, and paper and envelopes for writing purposes. There was a billiard room, and tables where cards could be played, a lunch room and a lunch counter where "jackie" could get a square meal at cost. There were more reading and writing rooms up stairs, and meeting rooms where sailors took their friends. And last but not least 250 beds, cots they were, but they were clean, and the sheets and pillow cases were brand new and fresh every day, and it cost a sailor 25 cents to spend the night there, and during the two weeks the fleet was here there was never a bed unoccupied. The entertainment committee spent considerable time there, and willingly gave all the information they could upon every conceivable subject, and in exchange listened to many a good story spun by the men from the sea. If ever there was a place to see the freedom of the sailor's shore life, and enjoy his frolics with him, this was the place, and it was by no means neglected by the citizens who provided the building; indeed I saw many correspondents drop in at odd times to listen to the talk, for nowhere else would you get such wholesome hearty opinions about the trip and the times the men were having than here; and if the foundation for many a good story connected with the fleet was not found here then I cannot imagine why the correspondents spent so much of their time there.

The club house was by no means the only place of entertainment provided for the sailors, though it was possibly the best; so good in fact that ways and means are now being considered to keep it open indefinitely for the general welfare of any sailors who may come this way. The Salvation Army maintained a large wooden ship on East street, just opposite the landing stages at the wharves, and the work that the Army did cannot be too highly praised as it was the same carefully planned work which the Salvationists are so able to carry on, and in carrying it on they didn't hesitate about going into the enemy's camp, for on either side of their "boat" was a line of saloons stretching away to the corners.

## TENT FOR ATHLETICS.

Farther up Market street, on the site of the old Central Park, the Market Street Improvement Association had erected a huge tent, also fashioned like a boat, and here were held many of the athletic contests between the crews of the various vessels, and between fleet and shore teams. The largest athletic event, the army and navy boxing championship, was held at one of the large auditoriums, and the two branches of the nation's defenders turned out in great numbers, dividing and occupying opposite sides of the house. The excitement over the fistie battles exceeded anything seen at the local ring-sides in years, and when the soldier pugs were defeated by the sailor fighters in all of the eight fights, not only did considerable money find its way into the sailors' pockets, but the sailors themselves went wild with delight. And at the end a most surprising thing occurred. In the midst of the excitement after the last fight the band suddenly struck up "My Country 'Tis of Thee," and instantly every sailor in the building stopped and stood at attention. Not so with the soldiers, however, who put on their hats and hurried for the stairs amid the astonishment of the sailors, and the civilians who were present.

Had it not been for some few of the soldiers who noted the contrast and stopped the retreat, most of the soldiers would have been out of the building before the national anthem was ended. They were finally stopped, but it was too late—the crowd had seen too much, and the news was public property. The result was that the sailors were raised higher than ever in the public's esteem.

Perhaps the one thing which the sailors appreciated most of all was their freedom to go anywhere and visit anything they chose. The officers commented on this fact numberless times, and noted the contrast with the East, where in many places a sailor is denied admittance. Even when it came to saloons the only places they could visit and be welcomed were in the lowest groceries. It cannot be denied that as a rule Jack is a sport, and left to himself, in most instances he will prefer the higher class saloon, and following out this idea will conduct themselves far more manfully than they would along the "Coast." And it must further be said that the jacksies did not infringe upon their freedom to any great extent, and by no means forced themselves in where a decent regard for convention would keep them out.

## SAILORS GOOD GUESTS.

Another interesting point might also be noted in connection with their general character. One thousand sailors were taken for a car ride on three days of one week, four cars being sent out four times a day. Members of the entertainment committee acted as "spielers" and hosts, and found the sailors most delightful guests. It had been planned to give cigars to the men during the trip, and all arrangements were made. On the morning of the first ride the cigars were delivered in small envelopes—two in an envelope—with the explanation that this would be better as the sailors would be likely to grab the cigars in handfuls were the boxes passed. There was considerable objection to this method, and while there were no cigars to waste, it was thought desirable to try passing the boxes on the first few trips as an experiment. To the surprise and gratification of the entertainment committees, the sailors were quite as conversant with polite procedure as members of a fashionable club. In fact they leaned in the other direction. The boys who passed the cigars said that among eight hundred sailors but one took more than one cigar when the box was passed, and he took two. Many, however, wanted to pay for the cigars, and when they discovered they were free they insisted upon tipping the boy, and they were with difficulty restrained from doing so. It would be hard to find men who were more grateful for small favors done them, or more enthusiastic over the things done for them.

Sailors were intoxicated to be sure; it would be hard to release a thousand or more men in a strange town at a time without also finding some heavy drinkers, and these few exceptions were taken as representative men from the fleet. One sailor recounted to me with considerable amusement an experience he had had the day before. He was standing in front of the Call building in company with five men from his ship, and there were at least ten other sailors near by, also an acrid looking woman who stood near the curb waiting for a car. A sailor came hurrying down the street, and it was easy to see that he had been drinking heavily. He was, however, in full possession of his faculties, and he was pointing for his ship as fast as his constantly tangling legs would let him. He didn't trust himself to a car, or ask for assistance, but with a happy smile on his face he steered unsteadily but safely down the street. The woman on the curb stone glared at his retreating figure and said savagely as she moved on, "Isn't it disgusting to see the town filled with drunken sailors?" "Yes'm," said one of the sailors stepping forward, "it's disgusting to see any town filled with any kind of drunken men, but we do see drunks wherever we land." The woman hurried on without deigning to reply.

In pleasant contrast, take the case of a large good natured woman who attended the Alcazar theater the other night, when the theater was well filled with sailors. She weighed at least 250 pounds but she was enjoying the show as much as anyone there, and carried on an animated conversation with the sailors who happened to be around her. At the end of one of the acts the orchestra played martial airs, and at the sound of the national anthem the sailors and officers present stood. Those next to the stout lady moved out into the aisle to give her plenty of room, and with considerable trouble she struggled to her feet. "Well," she said as she sat down with a gasp at the end, "this town is getting so blamed patriotic that I'm losing flesh just getting

up and sitting down. I weighed ten pounds more before the fleet arrived than I do now, but I guess it's a good thing for me, and I ain't going to complain so long as the boys are enjoying themselves." And what did one of the "boys" do but sit outside and buy her a large box of candy, whereupon she thanked them so long and profusely that it nearly stopped the show.

## BUSY ALL THE TIME.

Perhaps one of the secrets of the fine behavior of the men at San Francisco was the fact that the entertainment committees had something going on for their benefit every moment they were ashore. There were automobile rides, car rides, entertainments and dances for those who cared to stay in town, and trips to the country for those who wanted to get into the fields. It must be remembered that the same officers are entertained time and time again, but every day a new lot of sailors come from the ships in search of a good time. If they find it, and meet with a good reception they are as pleased as a lot of school children, if they don't they will drift to the only place where one is certain to find company of some sort—the saloon. And so those towns which complain of the antics of the sailor boys might well cast the beam from their own eye, and ask themselves whether they entertained the sailors or allowed them to entertain themselves.

As one sailor puts it who returned from a trip to Vallejo with five hundred other men who went on a day's excursion, "We've had such a good time that nobody wanted to get drunk." That is a remark which the good citizens of such towns as Santa Barbara might puzzle over, and in it they will find the explanation of some of the acts of which that town complained.

## HOW TO SPEND OUR MONEY.

It does not seem to be going too far to say that if the larger part of the money raised in Honolulu is expended for the entertainment of the sailors, the entertainment as a whole will be a success. The officers are surfeited with attention, so much so, that seldom do they have an opportunity to attend the small private functions with their friends on shore, which the majority of them prefer to the official receptions and dances; and as the latter have come with unvarying frequency at most of the ports, many of the officers would prefer to stay on the ships just to get an opportunity to rest.

In arranging for the various entertainments for the enlisted men, the San Francisco committee found it advisable to issue tickets for nearly everything, with full directions on the tickets, and the time of departure if any trips out of the city were taken. Furthermore, small dogers were printed with the day's program, and men were stationed at the landing places to give these out to the sailors as they came ashore, thereby immediately acquainting the men with the day's scheduled "doings," and giving them an opportunity to choose from among several things the one which struck their fancy. Whenever tickets were given out a number were always reserved, as some of the officers and men were sure to turn up with their tickets left behind.

I have touched only upon the entertainments given to the men, but in closing, a word is certainly due them for their efforts in entertaining the citizens who visited the vessels. For days the ships were overrun with thousands of visitors, many of them being from the country, and never having been on board a ship before, and while the men were many times seriously inconvenienced, throughout it all they were the most genial and painstaking hosts, and with fine and courteous consideration they did everything possible to show their visitors about, and in doing so did everything from extricating maidens from the breeches of the big guns when they peered in and their "Merry Widow" hats stuck, to answering foolish questions and explaining just why the Admiral's quarters were not open to general inspection.

## AFTER THE BIG TIME.

At present writing the ships have departed for the North, and the old town is again settling down to its daily duties of rehabilitation. The flags and decorations are coming down, and the fakers whose shows lined the waterfront have folded their tents and "hiked" to the North, or else are remaining here to fling their coin about before they depart for new sheep pastures. It is, naturally then, a time for retrospection, and for talking over the results of the weeks of preparation and the days of excitement. "The fleet has come and went," as one newsboy expressed it. There is no complaint from anywhere. Visitors are satisfied because they saw the greatest armada they may ever hope to see in a lifetime. Merchants are satisfied because the old town received a stirring it has not received since the earthquake; even the National Guard and the officials on the Governor's staff are satisfied; they had more opportunities to wear gold lace and bedecked uniforms than an admiral would have in twenty cruises; and even the citizen militant rubbed his hands in glee as he gazed admiringly at the great white fleet as it steamed from the port the other day and said in an undertone, "Doesn't that made you want to hit a Jap in the eye?"

## THE FLEET ORDERS.

UNITED STATES ATLANTIC FLEET  
U. S. S. Connecticut, Flagship.  
Monterey, Cal.,  
May 1, 1908.

Fleet Special Order No. 5.  
Program of events in connection with the reception of the fleet in San Francisco Harbor:

### May 6th, Wednesday.

See letter No. 1581 for order of entry through Golden Gate.  
11:00 a. m. The fleet will be underway near lights.  
2:00 p. m. Come to anchor.  
All flag officers of both Atlantic and Pacific Fleets will assemble on the Connecticut, as soon after anchoring as may be possible.  
3:00 p. m. Receive official visits from Civil Authorities.  
9:00 p. m. The San Francisco Reception Committee will hold a reception at the Hotel Fairmont to which all officers are invited—dancing after 11:00 o'clock. Uniform—Uniform C, blue cap, no sword or belt. The detail for this reception is: 7 officers from each battleship and cruiser; 1 officer from each torpedo boat and auxiliary. Number from Yorktown is optional. At-

tendance of flag officers with members of staff is optional.

### May 7th, Thursday.

9:00 a. m. Parade. The brigade will be landed as per order of the Fleet Brigade Commander. Attention is invited to Fleet Special Order No. 3, dated May 1st, showing the landing places for all flag and commanding officers who will land in time to enter their carriages at the landing place and arrive in line on Market street by 9:30 a. m. Uniform: Special full dress. Noon—After the parade is dismissed flag and commanding officers who ride in carriages will attend the Mayor's reception at the Fairmont Hotel. Detail: All flag officers and one member of staff each, total number about 14; commanding officers of battleships and cruisers, except those with the parade; total number about 22. Officers commanding torpedo boat destroyers, in service dress with swords and white gloves, will attend the Mayor's reception, but will not be required to attend the parade.

7:00 p. m. Banquet at Hotel Fairmont to Secretary of the Navy, extended by Governor Gillett of California and staff. Detail: Those officers who have received invitations. Uniform: "Uniform C," no sword or belt, blue cap.

### May 8th, Friday.

10:00 a. m. Review of fleet by Secretary of the Navy (see letter No. 1581, dated April 28, 1908, and Special Anchorage Chart) and reception on board of Yorktown.

In the afternoon, silver service presentation ceremonies will be held on board of the U. S. S. Nebraska and the U. S. S. California.  
7:30 p. m. Banquet at St. Francis Hotel, complimentary to the Secretary of the Navy, flag, and commanding officers, by the city of San Francisco. Uniform for this banquet: "Uniform C," no sword or belt, blue cap. Detail: Those officers who have received invitations.

Note—Officers who have accepted invitations to the reception extended by the Friday Night Cotillion Club will wear "Uniform C," no sword or belt, blue cap.

### May 9th, Saturday.

The reduced brigade of the Atlantic Fleet will be landed at Oakland Pier as per order of the Fleet Brigade Commander. Besides the officers detailed for duty with the brigade those officers of the Atlantic Fleet who were detailed by the Senior Officer Present in letter No. 1635 of April 30, 1908, will land at the northern Oakland Pier (see anchorage chart) by 8:30 a. m., in special full dress uniform, and will be escorted to Broadway and 22nd streets where they will be assigned to automobiles for the parade.

12:30 p. m. They will be entertained at luncheon at Piedmont Springs, and from 2:00 until 5:00 p. m. will enjoy an automobile ride over the Foothill Boulevard.

5:30 p. m. Receptions will be held at the Athenian, Elks and Nile Clubs, and an opportunity given for shifting into "Uniform C," blue cap, no sword or belt, previous to attending the banquet at Idora Park, tendered by the citizens of Oakland to the Secretary of the Navy. Boats may be ordered for 10:30 p. m. After the parade is dismissed the arms and accoutrements will be returned to the ship and the companies marched to the place assigned to attend a barbecue, after which the men will be granted liberty until the following day at 7:00 a. m.

Those enlisted men of each ship who do not belong to the reduced brigade and are Odd Fellows will, if not classed, be granted liberty at 7:00 a. m., and directed to go to Broadway and First streets, Oakland, where they will be met by I. O. O. F. officials and detailed to march in the parade as Odd Fellows.

### May 10th, Sunday.

Attention is invited to Bulletin No. 1 from the Religious Committee Auxiliary to the Citizens' Committee forwarded to commanding officers April 24th.

Paragraph 2 of letter No. 1531, dated April 27, 1908, is modified to the extent that church parties will be placed in charge of chief petty officers instead of midshipmen.

Attention is invited to notes made at the end of this letter under caption "Boat Schedules."  
7:00 p. m. Graduates' dinner, Hotel Fairmont. Uniform: "Uniform C," no sword or belt, blue cap.

### May 11th, Monday.

10:00 a. m. Automobile sight-seeing drive about San Francisco, Golden Gate Park and the Presidio. Start from ferry. Uniform: Service dress blue, white gloves. Detail: 10 officers from each battleship and cruiser (270), 2 officers from each torpedo boat and auxiliary (32); number from Yorktown, optional; flag officer and staff, optional; total about 310.

8:45 a. m. Excursion of warrant officers to Mt. Tamalpais. Leave Sausalito ferry. Uniform: Blue service dress, white gloves. Detail: 4 from each battleship and cruiser, three each from the Glacier and Panther and one from the Yankton.

9:00 p. m. The San Francisco Reception Committee will hold a second reception at the Hotel Fairmont, to which all officers are invited, dancing after 11 o'clock. "Uniform C," blue cap, no sword or belt. Detail: 7 officers from each battleship and cruiser and 1 from each torpedo boat and auxiliary. Attendance of flag officers with members of staff is optional.

Attention of men granted liberty on this day is to be called to the fact that observation cars for two hour sight-seeing trips about the city have been provided to leave the Ferry landing at 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m.

### May 12th, Tuesday.

8:45 a. m. Under auspices of the San Jose Chamber of Commerce three hundred officers will leave Third and Townsend streets depot, San Francisco, and visit the Letland Stanford University, and San Jose, returning via Oakland after 5:30 p. m. Uniform: Service dress, blue, white gloves. Detail: 120 from Atlantic Fleet and 100 from Pacific Fleet, as follows: 10 officers, commissioned or junior, from each battleship and cruiser; 1 from each torpedo boat and 2 from each auxiliary. Flag officers and staff optional.

8:45 a. m. Those warrant officers who did not take the trip on May 11th to Mt. Tamalpais via Sausalito Ferry will be detailed to accept the invitation for the similar trip for this day.

# PICTURESQUE HONOLULU

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Uniform: Service dress, blue, white gloves.

9:45 a. m. From Monticello Steamship Company's wharf, adjoining ferry building, a party of 500 enlisted men will leave for Vallejo, accepting an invitation to visit that city. Men belonging to the Y. M. C. A. are especially invited. Detail: 18 men from each battleship and cruiser and 2 men from each torpedo boat and auxiliary.

The citizens of San Francisco have invited 2000 enlisted men and all officers and their families to a ball at the Auditorium. See letter 1637a, dated May 1, 1908. Uniform for officers: "Evening dress B." The school children from Oakland will visit the ships this day.

### May 13th, Wednesday.

8:45 a. m. Sausalito Ferry. Two hundred officers will make trip to Mount Tamalpais and Muir Redwoods. Luncheon at Mount Tamalpais Pavilion. Return at 5:35 p. m. Uniform: Service dress, blue, white gloves. Detail: 133 officers from the Atlantic Fleet, 67 officers from the Pacific Fleet, as follows: Seven officers from each battleship and cruiser and one from each torpedo boat and auxiliary.

2 to 5 p. m. Ladies of the Century Club, Franklin and Sutter streets, reception to officers. Detail: Four officers or midshipmen from each battleship and cruiser and as many others as will volunteer. Uniform: Service dress, blue, white gloves.

Noon. Children's day at Stadium, Golden Gate Park. The Commander-in-Chief desires that the attention of the liberty party leaving each ship at 7:00 a. m. this day be called to the entertainment provided for them by the 10,000 school children of San Francisco, and is especially desirous that a full attendance may be in evidence.

There will be 40,000 school children in the park upon this occasion, and it is suggested that those chief petty officers on each ship that will be going on liberty that day, use every endeavor to make as large a showing as may be possible by all men from each ship visiting the park in a body about noon-time.

Also, the attention of the men granted liberty on this day is to be called to the fact that observation cars for two-hour sight-seeing trips about the city have been provided, cars to leave the ferry at 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m.

### May 14th, Thursday.

Berkeley Day. Devoted to athletics. The following events are scheduled for San Francisco:

10:00 a. m. An automobile ride for the enlisted men of the fleet.

7:30 p. m. Theatrical entertainment at the Chutes Theater.

These two entertainments are under the auspices of "The Examiner," who will make arrangements for entertaining, as advertised, 4,000 men of the 6,000 that will be on liberty that day.

### May 15th, Friday.

7:30 p. m. Dinner by M. O. L. L. U. S. and M. O. V. S. A. W., attendance not official. Approximate Post No. 50, G. A. R., of Oakland, California, will visit vessels of the fleet.

### May 16th, Saturday.

7:35 a. m. Tiburon Ferry. Invitation from citizens of Santa Rosa for 25 officers and 175 men to attend the Rose Carnival, Santa Rosa. Detail: Two commissioner officers and twelve men from each battleship will be detailed for this duty. Uniform for officers: Service dress, blue, white gloves.

8:45 a. m. Sausalito Ferry. Two hundred officers will make a trip to Mount Tamalpais and Muir Redwoods with luncheon at Mount Tamalpais Pavilion. Return at 5:35 p. m. Uniform: Service dress, blue, white gloves. Detail: Officers who did not attend this excursion on May 13th, as follows: Seven officers from each battleship and one from each torpedo boat and auxiliary in port.

## NOTES.

### Visitors.

10:00 a. m. to 4:00 p. m. each day.

### Boat Schedule.

Each ship will arrange its boat schedule to provide for a boat leaving the landing assigned on Sunday, May 10th, and 17th, at 2:30 p. m., and to leave the ship about 4:30 or 5:00 p. m. Also, during week days beginning May 7th, a boat to leave landing at about 7:00 p. m. and returning, leave the ship at 8:30 p. m., to convey to and from the ship those gentlemen and ladies engaged in gospel meeting work on board ship.

### Liberty.

There will be no liberty granted to the crew until after the parade of May 7th. Battleships will grant liberty not to exceed 200 men daily from 7:00 a. m. to 7:00 a. m. Uniform: dress blue. Torpedo boat destroyers and auxiliaries will grant daily liberty to one-fourth their complements.

R. D. EVANS,

Rear Admiral, U. S. Navy,  
Commander-in-Chief,  
United States Atlantic Fleet.